

BILL NO. G-67-08- 28

GENERAL ORDINANCE NO. G-106-67

AN ORDINANCE redefining the corporate limits
of the City of Fort Wayne, Indiana.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE,
INDIANA:

SECTION 1. That the corporate boundaries of the City of
Fort Wayne, Indiana are hereby declared and defined as follows:

Parts of Township 31 North, Range 12 East; Town-
ship 31 North, Range 13 East; Township 30 North,
Range 13 East; and Township 30 North, Range 12
East, in Allen County, Indiana:

Beginning at the South right-of-way line of
U. S. #30 Bypass and the West right-of-way line
of Sherman Boulevard; thence proceeding West along
the South right-of-way line of U. S. #30 Bypass to
the West right-of-way line of the G.R. & I. Rail-
road; thence North along the West right-of-way
line of the G.R. & I. Railroad to the South right-
of-way line of Interstate Highway #69; thence
East and Southeast along the South right-of-way
line of Interstate Highway #69 to its intersection
with the West right-of-way line of State Road #3;
thence in a Northeasterly direction along the
South right-of-way line of Interstate Highway #69
to the intersection of the South right-of-way line
of Interstate Highway #69 and the East right-of-
way line of State Road #3; thence Southeasterly
along the East right-of-way line of State Road #3
to the North right-of-way line of U.S. #30 Bypass;
thence East along the North right-of-way line of
U. S. #30 Bypass to the West right-of-way line of
the New York Central Railroad; thence North along
the West right-of-way line of the New York Central
Railroad to the East-West centerline of Section
23, Township 31 North, Range 12 East; thence East
along said Section centerline to the West line of
the East 1/2 of the Northeast 1/4 of said Section
23; thence North on said West line to the South

right-of-way line of the Washington Center Road; thence East along the South right-of-way line of the Washington Center Road to the West right-of-way line of U. S. Highway #27; thence North along the West right-of-way line of U. S. Highway #27 to the North line of the South 1/2 of Section 14, Township 31 North, Range 12 East; thence East along the North line of the South 1/2 of said Section 14 and continuing along the North line of the South 1/2 of Section 13, Township 31 North, Range 12 East to the West line of the East 1/2 of the Northwest Quarter of Section 13, Township 31 North, Range 12 East; thence North along said line to the North line of the South 1/2 of the Northwest 1/4 of Section 13, Township 31 North, Range 12 East; thence West along said line to the East right-of-way line of U. S. Highway #27; thence North along the East right-of-way line of U. S. Highway #27 to the South right-of-way line of the Cook Road; thence East along said right-of-way line a distance of 906.0 feet to the Northeast corner of Lot 11 in Springwood Addition, Section 1; thence South a distance of 637.4 feet along the East lines of Lots 11-20, both inclusive, in Springwood Addition, Section 1; thence East a distance of 575.2 feet along the North line of Lots 22-30, both inclusive, in Springwood Addition, Section 1; thence South along the East line of Lot 30 in Springwood Addition, Section 1, a distance of 57.5 feet to a point; thence East on a line 600 feet North of and parallel with the South line of A. F. Smith's Subdivision to its intersection with the East right-of-way line of Red Haw Drive; thence South on the East right-of-way line of Red Haw Drive to the West right-of-way line of North Clinton Street (Leo Road); thence Northeast along the West right-of-way line of Clinton Street (Leo Road) to a line projected West from the North property line of Concordia Senior College; thence East along said projected line and continuing along the North property line of Concordia Senior College and a line projected East to the normal centerline of the St. Joseph River; thence in a Northerly direction along the centerline of said river to a point on a line projected West from the South line of the Northeast 100 acres of DeRome

Reserve; thence in a Southeasterly direction along said projected line to the Southwest corner of the aforementioned Northeast 100 acres; thence continuing Southeasterly along the South line of the Northeast 100 acres of DeRome Reserve a distance of 209.1 feet; thence South 29 degrees 36 minutes West a distance of 880.1 feet; thence by a deflection left 95 degrees 34 minutes a distance of 549.7 feet; thence by a deflection right 80 degrees 20 minutes a distance of 598 feet; thence by a deflection left 87 degrees 18 minutes to the West right-of-way line of the St. Joe Road; thence Southwest along said West right-of-way line of the St. Joe Road a distance of 1680.35 feet to a point, said point also being located 123.8 feet Northeast of the North right-of-way line of Garden Road; thence West and parallel with the North right-of-way line of Garden Road to a point 277 feet West of the centerline of the St. Joe Road; thence Southwest and parallel with the St. Joe Road a distance of 123.8 feet to the North right-of-way line of Garden Road; thence West along the North right-of-way line of Garden Road and said right-of-way line extended to the normal centerline of the St. Joseph River; thence in a Southerly direction along the normal centerline of the St. Joseph River to its intersection with the North line of the South 1/2 of the South 1/2 of Section 19, Township 31 North, Range 13 East; thence East on the aforementioned line and said line projected East to the East right-of-way line of St. Joe Road; thence North along the East right-of-way line of St. Joe Road to the North line of the South 1/2 of Section 20, Township 31 North, Range 13 East; thence East along said North line to the center of said Section 20; thence South along the North-South centerline of said Section 20 and the North-South centerline of Section 29, Township 31 North, Range 13 East to the South right-of-way line of the Stellhorn Road; thence West along the South right-of-way line of the Stellhorn Road to the West right-of-way line of the Hobson Road; thence South along the West right-of-way line of the Hobson Road to the North right-of-way line of the Trier Road; thence East along the North right-of-way line of the Trier Road to the West right-of-way line of the Reed Road; thence South along the West right-of-way line of the Reed Road to

the South right-of-way line of the Trier Road; thence East along the South right-of-way line of the Trier Road a distance of 856.6 feet; thence South and parallel with the West right-of-way line of Reed Road a distance of 402 feet; thence West on a line parallel with the South right-of-way line of Trier Road to the West right-of-way line of Reed Road; thence South along the West right-of-way line of Reed Road to the North right-of-way line of Maysville Road (Lake Avenue); thence West along the North right-of-way line of Maysville Road (Lake Avenue) to the East right-of-way line of U. S. #30 Bypass; thence South along the East right-of-way line of U.S. #30 Bypass to the normal centerline of the Maumee River; thence West on the normal centerline of the Maumee River to the centerline of U. S. #30 Bypass, being also the centerline of the Bueter Road; thence South along the centerline of the Bueter Road to the centerline of Pontiac Street; thence West along the centerline of Pontiac Street a distance of 260.7 feet to a point; thence by a deflection left 90 degrees 50 minutes a distance of 1324 feet to the North right-of-way line of the Belt Line Railroad; thence Southeast along the North right-of-way line of the Belt Line Railroad to the East line of the West 1/2 of Section 17, Township 30 North, Range 13 East; thence South along said East line to the North right-of-way line of the Moeller Road; thence West along the North right-of-way line of the Moeller Road to the West right-of-way line of Bueter Drive; thence South along the West right-of-way line of Bueter Drive to the South right-of-way line of Rudisill Boulevard; thence East along the South right-of-way line of Rudisill Boulevard to the East line of the West 1/2 of Section 17, Township 30 North, Range 13 East; thence South along said East line to the South right-of-way line of the Hoevel Road (McKinnie Avenue); thence West on the South right-of-way line of Hoevel Road (McKinnie Avenue) to the West right-of-way line of Bueter Avenue; thence South on the West right-of-way line of Bueter Avenue to the South right-of-way line of Pettit Avenue; thence West on the South line of Pettit Avenue to the East right-of-way line of Wayne Trace; thence Southeast along the East right-of-way line of Wayne Trace

to the East line of the West 1/2 of Section 20, Township 30 North, Range 13 East; thence South along said East line and said East line produced South to the South right-of-way line of the Paulding Road; thence West along the South right-of-way line of the Paulding Road to the West right-of-way line of Anthony Boulevard; thence South along the West right-of-way line of Anthony Boulevard to the North line of the South 1/2 of the South 1/2 of the Northeast 1/4 of Section 36, Township 30 North, Range 12 East; thence West on said North line to the West line of the East 1/2 of Section 36, Township 30 North, Range 12 East; thence North along said West line to the South right-of-way line of the Tillman Road; thence in a Westerly direction along the South right-of-way line of Tillman Road to the South right-of-way line of the Lower Huntington Road; thence in a Westerly direction along the South right-of-way line of Lower Huntington Road to the East line of Lot 5 in Archange Godfrey's Subdivision of Richardville Reserve on the West bank of the St. Marys River and said line produced Northeast; thence in a Southwesterly direction along the East line of said Lot 5 and said line produced Northeast to the South line of Lot 5 in said Godfrey's Subdivision; thence in a Northwesterly direction along said South line to the East-West centerline of Section 34, Township 30 North, Range 12 East; thence West on said East-West centerline to the North-South centerline of said Section 34; thence South on said North-South centerline to the North right-of-way line of the Dunkelberg Road; thence West along the North right-of-way line of Dunkelberg Road to the West right-of-way line of the Bluffton Road; thence South along the West right-of-way line of the Bluffton Road to the South line of Section 33, Township 30 North, Range 12 East; thence West along the South line of said Section 33 to the centerline of the Harbor Ditch; thence in a Northwesterly direction along said centerline of the Harbor Ditch to the South right-of-way line of the Lower Huntington Road; thence West along the South right-of-way line of the Lower Huntington Road to the West right-of-way line of Ardmore Avenue produced South; thence North along the West right-of-way line of Ardmore Avenue and said line produced South to the North right-of-way line of the Engle Road; thence East along the North right-of-way line of the Engle

Road to the North right-of-way line of the Norfolk & Western Railroad; thence Northeasterly along the North right-of-way line of the Norfolk & Western Railroad to the North-South centerline of Section 16, Township 30 North, Range 12 East; thence North along said North-South centerline to the South right-of-way line of Nuttman Avenue; thence East along the Southright-of-way line of Nuttman Avenue to the East right-of-way line of Freeman Street produced South; thence North along said East right-of-way line of Freeman Street and said line produced South to a point situated a distance of 251 feet North of the South line of Section 9, Township 30 North, Range 12 East; thence West on a line 251 feet North of and parallel with the said South line of Section 9 and said line produced West to the West right-of-way line of Ardmore Avenue; thence North along the West right-of-way line of Ardmore Avenue to a point located 353.3 feet South of the South right-of-way line of North Washington Road; thence West a distance of 334.5 feet; thence South a distance of 100 feet; thence West a distance of 94.5 feet; thence North to the South right-of-way line of U.S. Highway #24; thence in a Southwesterly direction along the South right-of-way line of U.S. Highway #24 to its intersection with a line produced South along the East lot lines of Lots 19, 22, 23, 26 and 27 of Edsall's Subdivision; thence North along the afore-said produced line and the East line of Lots 19, 22, 23, 26 and 27 in Edsall's Subdivision to the South lot line of Lots 11 through 13, both inclusive, of Edsall's Subdivision; thence East along the South lot line of Lots 11, 12 and 13 of Edsall's Subdivision to the East lot line of Lot 13 in Edsall's Subdivision; thence North on the East line of Lot 13 in Edsall's Subdivision and said line produced North to the North right-of-way line of the Illinois Road (State Road #14); thence East along the North right-of-way line of the Illinois Road (State Road #14) to the South right-of-way line of the Pennsylvania Railroad; thence Southeasterly along the Pennsylvania Railroad South right-of-way line to a point being the West right-of-way line of Lindenwood Avenue produced South; thence North along the West

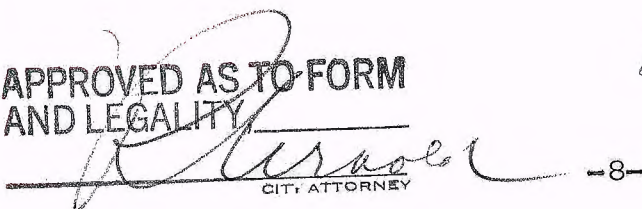
right-of-way line of Lindenwood Avenue and said line produced South to the North right-of-way line of Spring Street; thence West along the North right-of-way line of Spring Street to a point 669.5 feet East of the West line of the East 1/2 of Section 33, Township 31 North, Range 12 East; thence North along a line 669.5 feet East and parallel with the said West line of the East 1/2 of Section 33 a distance of 415 feet; thence West along a line 415 feet North of and parallel with the North right-of-way line of Spring Street a distance of 669.5 feet to the West line of the East 1/2 of said Section 33, Township 31 North, Range 12 East; thence North along the West line of the East 1/2 of said Section 33 to the North right-of-way line of West State Boulevard; thence East along the North right-of-way line of West State Boulevard to the West line of the East 1/2 of the Northeast 1/4 of Section 33, Township 31 North, Range 12 East; thence North along the West line of the East 1/2 of the Northeast 1/4 of said Section 33 a distance of 1620 feet; thence East along a line 1620 feet North of and parallel with the North right-of-way line of West State Boulevard to the West right-of-way line of the G.R. & I. Railroad; thence North along the West right-of-way line of the G.R. & I. Railroad to the North line of Section 33, Township 31 North, Range 12 East; thence East along the North line of said Section 33 and continuing along the North line of Section 34, Township 31 North, Range 12 East to a point situated 2103.75 feet West of the centerline of Sherman Boulevard, as originally platted; thence North 27 degrees 30 minutes West 1495.33 feet to a point on the North line of the Southeast 1/4 of the Southwest 1/4 of Section 27, Township 31 North, Range 12 East; thence West along the North line of the Southeast 1/4 of the Southwest 1/4 of said Section 27 a distance of 150.48 feet to a point; thence North along a line parallel with the East line of said Southwest 1/4 of Section 27, Township 31 North, Range 12 East a distance of 1312.74 feet to the North line of the Southwest 1/4 of said Section 27; thence West along the North line of the Southwest 1/4 of said Section 27 a distance of 264.48 feet to a point;

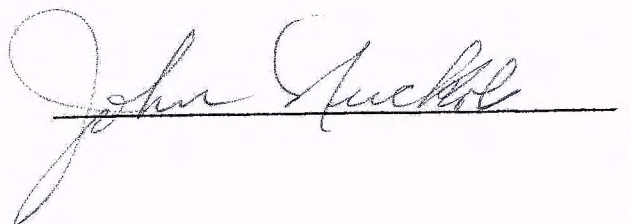
thence North along a line parallel to the East line of the Northwest 1/4 of Section 27, Township 31 North, Range 12 East, a distance of 950.0 feet to a point; thence East along a line parallel to the North line of the South 1/2 of said Section 27, Township 31 North, Range 12 East, a distance of 2351.89 feet to a point situated 950.0 feet North of the South line of the Northeast 1/4 of said Section 27 and 820.0 feet West of the East line of said Section 27; thence Southeasterly along the arc of a circular curve left, having a radius of 1000.0 feet to a point 228.5 feet South of the South right-of-way line of Louisedale Drive; thence East on a line 228.5 feet South and parallel with the South Right-of-way line of Louisedale Drive to a point on the West line of Lot 12 in Trixholme Addition; thence North along the West lot lines of Lots 12, 13, 14 and 15 in Trixholme Addition a distance of 228.5 feet to the South right-of-way line of Louisedale Drive; thence East along the South right-of-way line of Louisedale Drive to the West right-of-way line of Sherman Boulevard; thence North along the ~~East~~ West right-of-way line of Sherman Boulevard to its intersection with the South right-of-way line of U.S. #30 Bypass, the place of beginning.

SECTION 2. That all former ordinances pertaining to the corporate boundaries of said City of Fort Wayne, Indiana, are hereby amended accordingly.

SECTION 3. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and legal publication thereof.

APPROVED AS TO FORM
AND LEGALITY


CITY ATTORNEY



September 12, 1967

This description defining the corporate limits of the City of Fort Wayne includes the pending annexation area of the Speedway.

CITY PLAN COMMISSION

RESOLUTION OF ZONING ORDINANCE AMENDMENT RECOMMENDATION

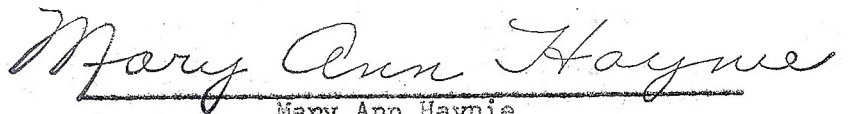
WHEREAS, the Common Council of the City of Fort Wayne, Indiana, on August 22, 1967, referred a proposed zoning amendment to the City Plan Commission which proposed ordinance was designated as Bill No. G-67-08-28; and,

NOW THEREFORE, BE IT RESOLVED that the City Plan Commission does hereby recommend that such proposed ordinance DO PASS for the reasons that a need has been shown for the Zoning Ordinance to be amended and the amendment will be in the best interest of and benefit to the City of Fort Wayne;

BE IT FURTHER RESOLVED that the Secretary is hereby directed to present a copy of this resolution to the Common Council at its next regular meeting.

This is to certify that the above is a true and exact copy of a resolution adopted at the meeting of the Fort Wayne City Plan Commission held August 28, 1967.

Certified and signed this
11th day of September 1967.



Mary Ann Haynie
Secretary

Bill No. G-67-08-28

REPORT OF THE COMMITTEE ON REGULATIONS

We, your Committee on Regulations to whom was referred an Ordinance

redefining the corporate limits of the City of Fort Wayne, Indiana,

have had said Ordinance under consideration and beg leave to report back to the Common
Council that said Ordinance Do PASS.

PHIL A. STEIGERWALD, Chairman

HERBERT G. TIPTON, Vice-Chairman

VERLIN H. BUCHANAN

JOHN H. ROBINSON

JACK K. DUNIFON.

Phil A. Steigerwald
Herbert G. Tipton
Verlin H. Buchanan
John H. Robinson
Jack K. Dunifon

CONCURRED IN
DATE 9-12-67 FUAD G. BONAHOOM, CITY CLERK

Read the first time in full and on motion by Tipton seconded by Buchanan and duly adopted, read the second time by title and referred to the (Committee on) Public Work (and to the City Plan Commission for recommendation) (and Public Hearing to be held after due legal notice, at the Council Chambers, City Hall, Fort Wayne, Indiana, on the 9th day of Sept 1967, at 10:00 o'clock P.M., E.S.T.

Date: 9/22/67 Freud G Bonahoom
CITY CLERK
Read the third time in full and on motion by Tipton seconded by Tipton and duly adopted, placed on its passage.

Passed (~~lost~~) by the following vote:
AYES 9, NAYS 0, ABSTAINED 0, ABSENT 0 to-wit:
Buchanan / Dunifon / Fay / Hlinga / Nuckols / Robinson / Rousseau / Steigerwald / Tipton /
Date 9-12-67 Freud G. Bonahoom
CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (~~Zoning Map~~)(General)(Annexation)(~~Special~~)(Appropriation) Ordinance (~~Resolution~~) No. 4-106-67 on the 12th day of Sept, 1967.
ATTEST: (SEAL) Freud G. Bonahoom CITY CLERK Harold S. Zeis PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 13th day of Sept, 1967 at the hour of 10:00 o'clock A.M., E.S.T.
Freud G. Bonahoom
CITY CLERK

Approved and signed by me this 13th day of September, 1967, at the hour of 10:41 o'clock A.M., E.S.T.
Harold S. Zeis
MAYOR

Common Council- City of Ft. Wayne
(Governmental Unit)

To JOURNAL-GAZETTE Dr.

Allen County, Ind.

FORT WAYNE, INDIANA

PUBLISHER'S CLAIM

LINE COUNT

Display Matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set)	
— number of equivalent lines	
Head number of lines	-
Body number of lines	461
Tail number of lines	1
Total number of lines in notice	462

COMPUTATION OF CHARGES

462 lines, columns wide equals equivalent lines at .288¢ cents per line	\$ 133.06
Additional charge for notices containing rule or tabular work (50 per cent of above amount)	
Charge for extra proofs of publication (50 cents for each proof in excess of two)	
TOTAL AMOUNT OF CLAIM	\$ 133.06

DATA FOR COMPUTING COST

Width of single column 11 ems	Size of type 5 1/2 point
Number of insertions 2	Size of quad upon which type is cast 5 1/2

Pursuant to the provision and penalties of Ch. 89, Acts 1967,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date October 4, 19 67

Title ASSISTANT SECRETARY

PUBLISHER'S AFFIDAVIT

State of Indiana }
ALLEN County } ss:

FORT WAYNE JO

Personally appeared before me, a notary public in and for said county and state, the undersigned ARNOLD F. SCHERER who, being duly sworn, says that he is ASSISTANT SECRETARY of the JOURNAL-GAZETTE a DAILY newspaper of general circulation printed and published in the English language in the city of FORT WAYNE, INDIANA in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time s, the dates of publication being as follows:

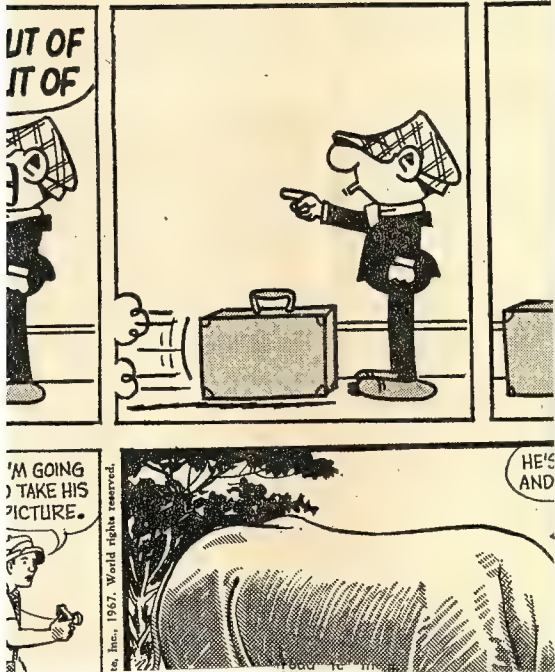
September 25, 1967

October 2, 1967

Subscribed and sworn to before me this 4th day of October 19 67

Edith Stapleton
Notary Public

My commission expires March 8, 1970



PUBLISHER'S CLAIM

LINE COUNT

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Charge for extra proofs of publication (50 cents for each proof in excess of two)	
TOTAL AMOUNT OF CLAIM	\$ 133.06

DATA FOR COMPUTING COST

Width of single column 11 ems	Size of type 5½ point
Number of insertions 2	Size of quad upon which type is cast 5½

Pursuant to the provision and penalties of Ch. 89, Acts 1967,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date October 4, 19 67

C. S. General

Title ASSISTANT SECRETARY

Legal Notices	Legal Notices
Notice is hereby given that on the 12th day of September, 1967, the Common Council of the City of Fort Wayne, Indiana, in a Regular Session, did pass the following General Ordinance, to-wit: Bill No. G-67-08-28 GENERAL ORDINANCE NO. G-106-67 AN ORDINANCE redefining the corporate limits of the City of Fort Wayne, Indiana. BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA: SECTION 1. That the corporate boundaries of the City of Fort Wayne, Indiana are hereby declared and defined as follows: Parts of Township 31 North, Range 12 East, Township 31 North, Range 13 East; Township 30 North, Range 13 East; and Township 30 North, Range 12 East, in Allen County, Indiana; Beginning at the South right-of-way line of U.S. 30 Bypass and the West right-of-way line of Sherman Boulevard; thence proceeding West along the South right-of-way line of U.S. 30 Bypass to the West right-of-way line of the G.R.&I. Railroad; thence North along the West right-of-way line of the G.R.&I. Railroad to the South right-of-way line of Interstate Highway 69; thence East and Southeast along the South right-of-way line of Interstate Highway 69 to its intersection with the West right-of-way line of State Road 3; thence in a Northeasterly direction along the South right-of-way line of Interstate Highway 69 to the intersection of the South right-of-way line of Interstate Highway 69 and the East right-of-way line of State Road 3; thence South easterly along the East right-of-way line of State Road 3 to the North right-of-way line of U.S. 30 Bypass; thence East along the North right-of-way line of U.S. 30 Bypass to the West right-of-way line of the Central Railroad; thence right-of-way line of the Central Railroad to the	the Hoevel Road (McKinnie Avenue); thence West on the South right-of-way line of Hoevel Road (McKinnie Avenue) to the West right-of-way line of Bueter Avenue; thence South on the West right-of-way line of Bueter Avenue to the South right-of-way line of Pettit Avenue; thence West on the South line of Pettit Avenue to the East right-of-way line of Wayne Trace; thence Southeast along the East right-of-way line of Wayne Trace to the East line of the West ½ of Section 20, Township 30 North, Range 13 East; thence South along said East line, and said East line produced South to the South right-of-way line of the Paulding Road; thence West along the South right-of-way line of the Paulding Road to the West right-of-way line of Anthony Boulevard; thence South along the West right-of-way line of Anthony Boulevard to the North line of the South ½ of the South ½ of the Northeast ¼ of Section 36, Township 30 North, Range 12 East; thence West on said North line to the West line of the East ½ of Section 36, Township 30 North, Range 12 East; thence North along said West line to the South right-of-way line of the Tillman Road; thence in a Westerly direction along the South right-of-way line of Tillman Road to the South right-of-way line of the Lower Huntington Road; thence in a Westerly direction along the South right-of-way line of Lower Huntington Road to the East line of Lot 5 in Archange Godfrey's subdivision of Richardville Reserve on the West bank of the St. Marys River and said line produced Northeast; thence in a Southwesterly direction along the East line of said Lot 5 and said line produced Northeast to the South line of Lot 5 in said Godfrey's Subdivision; thence in a Northwesterly direction along said South line to the East-West centerline of Section 34, Township 30 North, Range 12 East; thence West on said East-West centerline to the North-South centerline of said Section 34; thence South or said North-South centerline to the Nor

Legal Notices	
said City of Fort Wayne, Indiana, are hereby amended accordingly. SECTION 3. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and legal publication thereof. JOHN NUCKOLS, Councilman. Read the third time in full and on motion by Steigerwald seconded by Tipton and duly adopted, placed on its passage. Passed by the following vote: Ayes: nine. Buchanan, Dunifon, Fay, Hinga, Nuckols, Robinson, Rousseau, Steigerwald, Tipton. Nays: none. Date: 9-12-67. FUAD G. BONAHOOM, City Clerk. Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as General Ordinance No. G-106-67 on the 12th day of September, 1967. ATTEST: (SEAL) FUAD G. BONAHOOM, City Clerk. EDWIN J. ROUSSEAU, Presiding Officer. Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 13th day of September, 1967 at the hour of 10:00 o'clock a.m., E.S.T. FUAD G. BONAHOOM, City Clerk. Approved and signed by me this 13th day of September, 1967, at the hour of 10:41 o'clock a.m., E.S.T. HAROLD S. ZEIS, Mayor. I, Fuad G. Bonahoom, Clerk of the City of Fort Wayne, Indiana, do hereby certify that the above and foregoing is a full, true, and complete copy of General Ordinance No. G-106-67 passed by the Common Council on the 12th day of September, 1967, and that said Ordinance was duly signed, and approved by the Mayor on the 13th day of September, 1967, and now remains on file and on record in my office. WITNESS my hand, and the official seal of the City of Fort Wayne, Indiana, this 20th day of September, 1967. SEAL FUAD G. BONAHOOM, City Clerk. 9-25, '10-2.	and for said county and state, the _____ who, being duly sworn, says _____ of the _____ al circulation printed and published WAYNE, INDIANA _____ matter attached hereto is a true copy, e 8, the dates of publication being 7 _____ of October 19 67 _____ with Stapleton _____ Notary Public _____

Common Council, City of Ft. Wayne
(Governmental Unit)

To NEWS-SENTINEL Dr.

Allen County, Ind.

FORT WAYNE, INDIANA

PUBLISHER'S CLAIM

LINE COUNT

Display Matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) — number of equivalent lines

Head number of lines

Body number of lines

Tail number of lines

Total number of lines in notice

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461

1

462

COMPUTATION OF CHARGES

462 lines, columns wide equals equivalent lines at 288¢
cents per line

\$ 133.06

Additional charge for notices containing rule or tabular work (50 per cent of above amount)

Charge for extra proofs of publication (50 cents for each proof in excess of two)

TOTAL AMOUNT OF CLAIM

\$ 133.06

DATA FOR COMPUTING COST

Width of single column 11 ems

Size of type 5½ point

Number of insertions 2

Size of quad upon which type is cast 5½

Pursuant to the provision and penalties of Ch. 89, Acts 1967,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date October 4, 19 67

Title SECRETARY-TREASURER

PUBLISHER'S AFFIDAVIT

State of Indiana }
ALLEN County } ss:

Personally appeared before me, a notary public in and for said county and state, the undersigned MARTHA L. BRANNING who, being duly sworn, says that She is SECRETARY-TREASURER of the NEWS-SENTINEL

a DAILY newspaper of general circulation printed and published in the English language in the city of FORT WAYNE, INDIANA in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time s, the dates of publication being as follows:

September 3, 1967

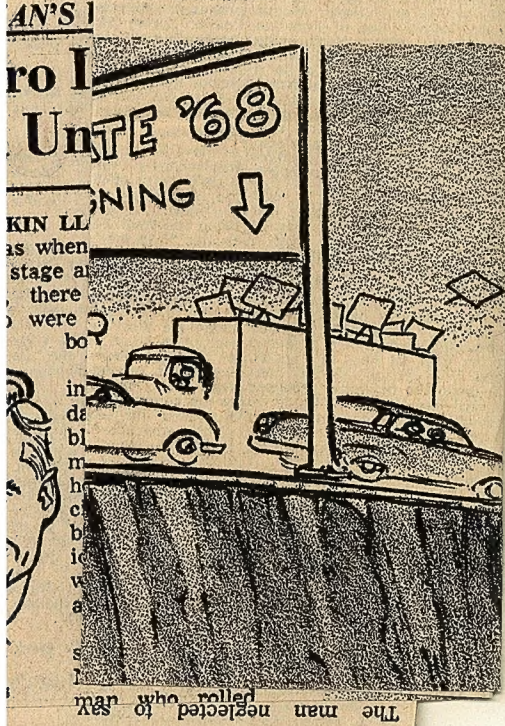
October 2, 1967

Subscribed and sworn to before me this 4th day of October 19 67

Edith Stapleton
Notary Public

My commission expires March 8, 1970

Traffic!



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Nuttman Avenue; thence East along the South right-of-way line of Nuttman Avenue to the East right-of-way line of Freeman Street produced South; thence North along said East right-of-way line of Freeman Street and said line produced South to a point situated a distance of 251 feet North of the South line of Section 9, Township 30 North, Range 12 East; thence West on a line 251 feet North of and parallel with the said South line of Section 9 and said line produced West to the West right-of-way line of Ardmore Avenue; thence North along the West right-of-way line of Ardmore Avenue to a point located 353.3 feet South of the South right-of-way line of North Washington Road; thence West a distance of 334.5 feet; thence South a distance of 100 feet; thence West a distance of 94.5 feet; thence North to the South right-of-way line of U.S. Highway 24; thence in a Southwesterly direction along the South right-of-way line of U.S. Highway 24 to its intersection with a line produced South along the East lot lines of Lots 19, 22, 23, 26 and 27 of Edsall's Subdivision; thence North along the aforesaid produced thence and the East line of Lots 19, 22, 23, 26 line and 27 in Edsall's Subdivision to the South lot line of Lots 11 through 13, both inclusive, of Edsall's Subdivision; thence East along the South lot line of Lots 11, 12 and 13 of Edsall's Subdivision to the East lot line of Lot 13 in Edsall's Subdivision; lot line North on the East line of Lot 13 in Edsall's Subdivision and said line produced North to the North right-of-way line of the Illinois Road (State Road 14); thence East along the North right-of-way line of the Illinois Road (State Road 14) to the South right-of-way line of the Pennsylvania Railroad; thence Southeasterly along the Pennsylvania Railroad South right-of-way line to a point being the West right-of-way line of Lindenwood Avenue produced South; thence North along the West right-of-way

line of Lindenwood Avenue and said line produced South to the North right-of-way line of Spring Street; thence West along the North right-of-way line of Spring Street to a point 669.5 feet East of the West line of the East 1/2 of Section 33, Township 31 North, Range 12 East; thence North along a line 669.5 feet East of and parallel with the said West line of the East 1/2 of Section 33 a distance of 415 feet; thence West along a line 415 feet North of and parallel with the North right-of-way line of Spring Street a distance of 669.5 feet to the West line of the East 1/2 of said Section 33, Township 31 North, Range 12 East; thence North along the West line of the East 1/2 of said Section 33 to the North right-of-way line of West State Boulevard; thence East along the North right-of-way line of West State Boulevard to the West line of the East 1/2 of the Northeast 1/4 of Section 33, Township 31 North, Range 12 East; thence North along the West line of the East 1/2 of the Northeast 1/4 of said Section 33 a distance of 1620 feet; thence East along a line 1620 feet North of and parallel with the North right-of-way line of West State Boulevard to the West right-of-way line of the G.R.&I. Railroad; thence North along the West right-of-way line of the G.R.&I. Railroad to the North line of Section 33, Township 31 North, Range 12 East; thence East along the North line of said Section 33 and continuing along the North line of Section 34, Township 31 North, Range 12 East to a point situated 2103.75 feet West of the centerline of Sherman Boulevard, as originally platted; thence North 27 degrees 30 minutes West 1495.33 feet to a point on the North line of the Southeast 1/4 of the Southwest 1/4 of Section 27, Township 31 North, Range 12 East; thence West along the North line of the Southeast 1/4 of the Southwest 1/4 of said Section 27 a distance of 150.48 feet to a point; thence North along a line parallel with the East line of

said Southwest 1/4 of Section 27, Township 31 North, Range 12 East a distance of 1312.74 feet to the North line of the Southwest 1/4 of said Section 27; thence West along the North line of the Southwest 1/4 of said Section 27 a distance of 264.48 feet to a point; thence North along a line parallel to the East line of the Northwest 1/4 of Section 27, Township 31 North, Range 12 East, a distance of 950.0 feet to a point; thence East along a line parallel to the North line of the South 1/2 of said Section 27, Township 31 North, Range 12 East, a distance of 2351.89 feet to a point situated 950.0 feet North of the South line of the Northeast 1/4 of said Section 27 and 820.0 feet West of the East line of said Section 27; thence Southeasterly along the arc of a circular curve left, having a radius of 1000.0 feet to a point 228.5 feet South of the South right-of-way line of Louisedale Drive; thence East on a line 228.5 feet South of and parallel with the South right-of-way line of Louisedale Drive to a point on the West line of Lot 12 in Trixholme Addition; thence North along the West lot lines of Lots 12, 13, 14 and 15 in Trixholme Addition a distance of 228.5 feet to the South right-of-way line of Louisedale Drive; thence East along the South right-of-way line of Louisedale Drive to the West right-of-way line of Sherman Boulevard; thence North along the West right-of-way line of Sherman Boulevard to its intersection with the South right-of-way line of U.S. 30 Bypass, the place of beginning.

SECTION 2. That all former ordinance pertaining to the corporate boundaries of said City of Fort Wayne, Indiana, are hereby amended accordingly.

SECTION 3. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and legal publication thereof.

JOHN NUCKOLS, Councilman.

Read the third time in full and on motion by Steigerwald seconded by Tipton and duly adopted, placed on its passage. Passed by the following vote:

Ayes: nine.
Buchanan, Dunifon, Fay, Hinga, Nuckols, Robinson, Rousseau, Steigerwald, Tipton.
Nays: none.
Date: 9-12-67.

FUAD G. BONAHOOM, City Clerk.
Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as General Ordinance No. G-106-67 on the 12th day of September, 1967.

ATTEST: (SEAL)

FUAD G. BONAHOOM, City Clerk.
EDWIN J. ROUSSEAU, Presiding Officer.
Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 13th day of September, 1967 at the hour of 10:00 o'clock a.m., E.S.T.

FUAD G. BONAHOOM, City Clerk.
Approved and signed by me this 13th day of September, 1967, at the hour of 10:41 o'clock a.m., E.S.T.

HAROLD S. ZEIS, Mayor.
I, Fuad G. Bonahoom, Clerk of the City of Fort Wayne, Indiana, do hereby certify that the above and foregoing is a full, true, and complete copy of General Ordinance No. G-106-67 passed by the Common Council on the 12th day of September, 1967, and that said Ordinance was duly signed, and approved by the Mayor on the 13th day of September, 1967, and now remains on file and on record in my office.

WITNESS my hand, and the official seal of the City of Fort Wayne, Indiana, this 20th day of September, 1967.

SEAL
FUAD G. BONAHOOM, City Clerk.
9-25, 10-2.

Legals

Legals

Notice is hereby given that on the 12th day of September, 1967, the Common Council of the City of Fort Wayne, Indiana, in a Regular Session, did pass the following General Ordinance, to-wit:

Bill No. G-67-08-28
GENERAL ORDINANCE NO. G-106-67.
AN ORDINANCE redefining the corporate limits of the City of Fort Wayne, Indiana.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. That the corporate boundaries of the City of Fort Wayne, Indiana are hereby declared and defined as follows:

Parts of Township 31 North, Range 12 East, Township 31 North, Range 13 East; Township 30 North, Range 13 East; and Township 30 North, Range 12 East, in Allen County, Indiana;

Beginning at the South right-of-way line of U.S. 30 Bypass and the West right-of-way line of Sherman Boulevard; thence proceeding West along the South right-of-way line of U.S. 30 Bypass to the West right-of-way line of the G.R.&I. Railroad; thence North along the West right-of-way line of the G.R.&I. Railroad to the South right-of-way line of Interstate Highway 69; thence East and Southeast along the South right-of-way line of Interstate Highway 69 to its intersection with the West right-of-way line of State Road 3; thence in a Northeasterly direction along the South right-of-way line of Interstate Highway 69 to the intersection of the South right-of-way line of Interstate Highway 69 and the East right-of-way line of State Road 3; thence Southeasterly along the East right-of-way line of State Road 3 to the North right-of-way line of U.S. 30 Bypass; thence East along the North right-of-way line of U.S. 30 Bypass to the West right-of-way line of the New York Central Railroad; thence North along the West right-of-way line of the New York Central Railroad to the East-West centerline of Section 23, Township 31 North, Range 12 East; thence East along said section centerline to the West line of the East 1/2 of the Northeast 1/4 of said section 23; thence North on said West line to the South right-of-way line of the Washington Center Road; thence East along the South right-of-way line of the Washington Center Road to the West right-of-way line of U.S. Highway 27; thence North along the West right-of-way line of U.S. Highway 27 to the North line of the South 1/2 of Section 14, Township 31 North, Range 12 East; thence East along the North line of the South 1/2 of said Section 14 and continuing along the North line of the South 1/2 of Section 13, Township 31 North, Range 12 East to the West line of the East 1/2 of the Northwest quarter of Section 13, Township 31 North, Range 12 East; thence North along said line to the North line of the South 1/2 of the Northwest 1/4 of Section 13, Township 31 North, Range 12 East; thence West along said line to the East right-of-way line of U.S. Highway 27; thence North along the East right-of-way line of U.S. Highway 27 to the South right-of-way line of the Cook Road; thence East along said right-of-way line a distance of 906.0 feet to the Northeast corner of Lot 11 in Springwood Addition, Section 1; thence South a distance of 637.4 feet along the East line of Lots 11-20, both inclusive, in Springwood Addition, Section 1; thence East a distance of 575.2 feet along the North line of Lots 22-30, both inclusive, in Springwood Addition, Section 1; thence South along the East line of Lot 30 in Springwood Addition, Section 1, a distance of 57.5 feet to a point; thence East on a line 600 feet North and parallel with the South line of A. F. Smith's subdivision to its intersection with the East right-of-way line of Red Haw Drive; thence South on the East right-of-way line of Red Haw Drive to the West right-of-way line of North Clinton Street (Leo Road); thence Northeast along the West right-of-way line of Clinton Street (Leo Road) to a line projected West from the North property line of Concordia Senior College; thence East along said projected line and continuing along the North property line of Concordia Senior College and a line projected East to the normal centerline of the St. Joseph River; thence in a Northerly direction along the centerline of said river to a point on a line projected West from the South line of the Northeast 100 acres of Derome Reserve; thence in a Southeasterly direction along said projected line to the Southwest corner of the aforementioned Northeast 100 acres; thence continuing Southeasterly along the South line of the Northeast 100 acres of Derome Reserve a distance of 209.1 feet; thence South 29 degrees 36 minutes West a distance of 880.1 feet; thence by a deflection left 95 degrees 34 minutes a distance of 549.7 feet; thence by a deflection right 80 degrees 20 minutes a distance of 598 feet; thence by a deflection left 87 degrees 18 minutes to the West right-of-way line of the St. Joe Road; thence Southwest along said West right-of-way line of the St. Joe Road a distance of 1680.35 feet to a point, said point also being located 123.8 feet Northeast of the North right-of-way line of Garden Road; thence West and parallel with the North right-of-way line of Garden Road to a point 277 feet West of the centerline of the St. Joe Road; thence Southwest and parallel with the St. Joe Road a distance of 123.8 feet to the North right-of-way line of Garden Road; thence West along the North right-of-way line of Garden Road and said right-of-way line extended to the normal centerline of the St. Joseph River; thence in a Southerly direction along the normal centerline of the St. Joseph River to its intersection with the North line of the South 1/2 of the South 1/2 of Section 19, Township 31 North, Range 13 East; thence East on the aforementioned line and said line projected East to the East right-of-way line of St. Joe Road; thence North along the East right-of-way line of St. Joe Road to the North line of the South 1/2 of Section 20, Township 31 North, Range 13 East; thence East along said North line to the center of said Section 20; thence South along the North-South centerline of said Section 20 and the North-South centerline of Section 29, Township 31 North, Range 13 East to the South right-of-way line of the Stellhorn Road; thence West along the South right-of-way line of the Stellhorn Road to the West right-of-way line of the Hobson Road; thence South along the West right-of-way line of the Hobson Road to the North right-of-way line of the Trier Road; thence East along the North right-of-way line of the Trier Road to the West right-of-way line of the Reed Road; thence South along the West right-of-way line of the Reed Road to the South right-of-way line of the Trier Road; thence East along the South right-of-way line of the Trier Road a distance of 856.6 feet; thence South and parallel with the West right-of-way line

Nuttman Avenue; thence East along the South right-of-way line of Nuttman Avenue to the East right-of-way line of Freeman Street produced South; thence North along said East right-of-way line of Freeman Street and said line produced South to a point situated a distance of 251 feet North of the South line of Section 9, Township 30 North, Range 12 East; thence West on a line 251 feet North of and parallel with the said South line of Section 9 and said line produced West to the West right-of-way line of Ardmore Avenue; thence North along the West right-of-way line of Ardmore Avenue to a point located 353.3 feet South of the South right-of-way line of North Washington Road; thence West a distance of 334.5 feet; thence South a distance of 100 feet; thence West a distance of 94.5 feet; thence North to the South right-of-way line of U.S. Highway 24; thence in a Southwesterly direction along the South right-of-way line of U.S. Highway 24 to its intersection with a line produced South along the East lot lines of Lots 19, 22, 23, 26 and 27 of Edsall's Subdivision; thence North along the aforesaid produced line and the East line of Lots 19, 22, 23, 26 and 27 in Edsall's Subdivision to the South lot line of Lots 11 through 13, both inclusive, of Edsall's Subdivision; thence East along the South lot line of Lots 11, 12 and 13 of Edsall's Subdivision to the East lot line of Lot 13 in Edsall's Subdivision; thence North on the East line of Lot 13 in Edsall's Subdivision and said line produced North to the North right-of-way line of the Illinois Road (State Road 14); thence East along the North right-of-way line of the Illinois Road (State Road 14) to the South right-of-way line of the Pennsylvania Railroad; thence Southeasterly along the Pennsylvania Railroad South right-of-way line to a point being the West right-of-way line of Lindenwood Avenue produced South; thence North along the West right-of-way

line of Lindenwood Avenue and said line produced South to the North right-of-way line of Spring Street; thence West along the North right-of-way line of Spring Street to a point 669.5 feet East of the West line of the East 1/2 of Section 33, Township 31 North, Range 12 East; thence North along a line 669.5 feet East of and parallel with the said West line of the East 1/2 of Section 33 a distance of 415 feet; thence West along a line 415 feet North of and parallel with the North right-of-way line of Spring Street a distance of 669.5 feet to the West line of the East 1/2 of said Section 33, Township 31 North, Range 12 East; thence North along the West line of the East 1/2 of said Section 33 to the North right-of-way line of West State Boulevard; thence East along the North right-of-way line of West State Boulevard to the West line of the East 1/2 of the Northeast 1/4 of Section 33, Township 31 North, Range 12 East; thence North along the West line of the East 1/2 of the Northeast 1/4 of said Section 33 a distance of 1620 feet; thence East along a line 1620 feet North of and parallel with the North right-of-way line of West State Boulevard to the West right-of-way line of the G.R.&I. Railroad; thence North along the West right-of-way line of the G.R.&I. Railroad to the North line of Section 33, Township 31 North, Range 12 East; thence East along the North line of said Section 33 and continuing along the North line of Section 34, Township 31 North, Range 12 East to a point situated 2103.75 feet West of the centerline of Sherman Boulevard, as originally platted; thence North 27 degrees 30 minutes West 1495.33 feet to a point on the North line of the Southeast 1/4 of the South 1/2 of Section 27, Township 31 North, Range 12 East; thence West along the North line of the Southeast 1/4 of the Southwest 1/4 of said Section 27 a distance of 150.48 feet to a point; thence North along a line parallel with the East line of

said Southwest 1/4 of Section 27, Township 31 North, Range 12 East a distance of 1312.74 feet to the North line of the Southwest 1/4 of said Section 27; thence West along the North line of the Southwest 1/4 of said Section 27 a distance of 264.48 feet to a point; thence North along a line parallel to the East line of the Northwest 1/4 of Section 27, Township 31 North, Range 12 East, a distance of 950.0 feet to a point; thence East along a line parallel to the North line of the South 1/2 of said Section 27, Township 31 North, Range 12 East, a distance of 2351.89 feet to a point situated 950.0 feet North of the South line of the Northeast 1/4 of said Section 27 and 820.0 feet West of the East line of said Section 27; thence Southeasterly along the arc of a circular curve left, having a radius of 1000.0 feet to a point 228.5 feet South of the South right-of-way line of Louisedale Drive; thence East on a line 228.5 feet South of and parallel with the South right-of-way line of Louisedale Drive to a point on the West line of Lot 12 in Trixholme Addition; thence North along the West lot lines of Lots 12, 13, 14 and 15 in Trixholme Addition a distance of 228.5 feet to the South right-of-way line of Louisedale Drive; thence East along the South right-of-way line of Louisedale Drive to the West right-of-way line of Sherman Boulevard; thence North along the West right-of-way line of Sherman Boulevard to its intersection with the South right-of-way line of U.S. 30 Bypass, the place of beginning.

SECTION 2. That all former ordinance pertaining to the corporate boundaries of said City of Fort Wayne, Indiana, are hereby amended accordingly.

SECTION 3. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and legal publication thereof.

JOHN NUCKOLS, Councilman.

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Ayes: nine.
Buchanan, Di
Robinson, Rou
Nays: none.
Date: 9-12-67

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ATTEST: (

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EDWIN J. RO
Presented by
City of Fort W
day of Septem
10:00 o'clock

FUAD C
Approved and
day of Septem
10:41 o'clock

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signed, and app
13th day of
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this 20th day

SEAL
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9-25, 10-2.

thence west and parallel with the North right-of-way line of Garden Road to a point 277 feet West of the centerline of the St. Joe Road; thence Southwest and parallel with the St. Joe Road a distance of 123.8 feet to the North right-of-way line of Garden Road; thence West along the North right-of-way line of Garden Road and said right-of-way line extended to the normal centerline of the St. Joseph River; thence in a Southerly direction along the normal centerline of the St. Joseph River to its intersection with the North line of the South $\frac{1}{2}$ of the South $\frac{1}{2}$ of Section 19, Township 31 North, Range 13 East; thence East on the aforementioned line and said line projected East to the East right-of-way line of St. Joe Road; thence North along the East right-of-way line of St. Joe Road to the North line of the South $\frac{1}{2}$ of Section 20, Township 31 North, Range 13 East; thence East along said North line to the center of said Section 20; thence South along the North-South centerline of said Section 20 and the North-South centerline of Section 29, Township 31 North, Range 13 East to the South right-of-way line of the Stelhorn Road; thence West along the South right-of-way line of the Stelhorn Road to the West right-of-way line of the Hobson Road; thence South along the West right-of-way line of the Hobson Road to the North right-of-way line of the Trier Road; thence East along the North right-of-way line of the Trier Road to the West right-of-way line of the Reed Road; thence South along the West right-of-way line of the Reed Road to the South right-of-way line of the Trier Road; thence East along the South right-of-way line of the Trier Road a distance of 856.6 feet; thence South and parallel with the West right-of-way line of Reed Road a distance of 402 feet; thence West on a line parallel with the South right-of-way line of Trier Road to the West right-of-way line of Reed Road; thence South along the West right-of-way line of Reed Road to the North right-of-way line of Maysville Road (Lake Avenue); thence West along the North right-of-way line of Maysville Road (Lake Avenue) to the East right-of-way line of U.S. 30 Bypass; thence South along the East right-of-way line of U.S. 30 Bypass to the normal centerline of the Maumee River; thence West on the normal centerline of the Maumee River to the centerline of U.S. 30 Bypass; being also the centerline of the Bueter Road; thence South along the centerline of the Bueter Road to the centerline of Pontiac Street; thence West along the centerline of Pontiac Street a distance of 260.7 feet to a point; thence by a deflection left 90 degrees 50 minutes a distance of 1324 feet to the North right-of-way line of the Belt Line Railroad; thence Southeast along the North right-of-way line of the Belt Line Railroad to the East line of the West $\frac{1}{2}$ of Section 17, Township 30 North, Range 13 East; thence South along said East line to the North right-of-way line of the Moeller Road; thence West along the North right-of-way line of the Moeller Road to the West right-of-way line of Bueter Drive; thence South along the West right-of-way line of Bueter Drive to the South right-of-way line of Rudisill Boulevard; thence East along the South right-of-way line of Rudisill Boulevard to the East line of the West $\frac{1}{2}$ of Section 17, Township 30 North, Range 13 East; thence South along said East line to the South right-of-way line of the Hoevel Road (McKinnie Avenue); thence West on the South right-of-way line of Hoevel Road (McKinnie Avenue) to the West right-of-way line of Bueter Avenue; thence South on the West right-of-way line of Bueter Avenue to the South right-of-way line of Pettit Avenue; thence West on the South line of Pettit Avenue to the East right-of-way line of Wayne Trace; thence Southeast along the East right-of-way line of Wayne Trace to the East line of the West $\frac{1}{2}$ of Section 20, Township 30 North, Range 13 East; thence South along said East line and said East line produced South to the South right-of-way line of the Paulding Road; thence West along the South right-of-way line of the Paulding Road to the West right-of-way line of Anthony Boulevard; thence South along the West right-of-way line of Anthony Boulevard to the North line of the South $\frac{1}{2}$ of the South $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 36, Township 30 North, Range 12 East; Thence West on said North line to the West line of the East $\frac{1}{2}$ of Section 36, Township 30 North, Range 12 East; thence North along said West line to the South right-of-way line of the Tillman Road; thence in a Westerly direction along the South right-of-way line of Tillman Road to the South right-of-way line of the Lower Huntington Road; thence in a Westerly direction along the South right-of-way line of Lower Huntington Road to the East line of Lot 5 in Archange Godfrey's subdivision of Richardville Reserve on the West bank of the St. Marys River and said line produced Northeast; thence in a Southwesterly direction along the East line of said Lot 5 and said line produced Northeast to the South line of Lot 5 in said Godfrey's Subdivision; thence in a Northwesterly direction along said South line to the East-West centerline of Section 34, Township 30 North, Range 12 East; thence West on said East-West centerline to the North-South centerline of said Section 34; thence South on said North-South centerline to the North right-of-way line of the Dunkelberg Road; thence West along the North right-of-way line of Dunkelberg Road to the West right-of-way line of the Bluffton Road; thence South along the West right-of-way line of the Bluffton Road to the South line of Section 33, Township 30 North, Range 12 East; thence West along the South line of said Section 33 to the centerline of the Harber Ditch; thence in a Northwesterly direction along said centerline of the Harber Ditch to the South right-of-way line of the Lower Huntington Road; thence West along the South right-of-way line of the Lower Huntington Road to the West right-of-way line of Ardmore Avenue produced South; thence North along the West right-of-way line of Ardmore Avenue and said line produced South to the North right-of-way line of the Engle Road; thence East along the North right-of-way line of the Engle Road to the North right-of-way line of the Norfolk & Western Railroad; thence Northeasterly along the North right-of-way line of the Norfolk & Western Railroad to the North-South centerline of Section 16, Township 30 North, Range 12 East; thence North along the said North-South centerline to the South right-of-way line of